

THE BENNINGTON EVENING BANNER

THIRTEENTH YEAR—NO 3691

BENNINGTON, VT., WEDNESDAY, JANUARY 26, 1916.

PRICE ONE CENT

It Is Shocking to Observe How Easily Some Men Can Argue Themselves Into the Belief That They Can Use an Automobile In Their Business

TURKS CLAIM WIN OVER BRITISH IN MESOPOTAMIA

Declare Invaders Lost Heavily Near Kut-el-Amara

MONTENEGRINS ARE GIVING UP

German Reports Claim That Montenegro Troops Did Not Resume Fighting After Asking For Peace

London, Jan. 25.—The British force going to the relief of the troops surrounded by Turks at Kut-el-Amara, Mesopotamia, attacked the Turkish positions near Menlari on Friday, but were repulsed after an engagement lasting six hours, according to an official report issued by the Turkish headquarters staff. The British, the announcement says, left 3,000 dead on the field.

"The engagement lasted six hours all the British attacks were repulsed by counterattacks. The British were repulsed several kilometers to the eastward. On the battlefield the British left about 3,000 dead. The Turkish losses were comparatively slight. "Gen. Aymer, commander of the British force, asked and obtained one day's truce in order to bury the dead. British soldiers taken prisoners stated that the British column also had lost 3,000 men in dead and wounded in the preceding engagements near Sheik Said."

LOW PRICED ADVERTISING

FOR SALE

FOR SALE—White Wyandotte breeding flocks. Also, a few good layers. Write for prices. J. H. Williams, 100, Bennington, Vt. Phone 123-1.

FOR SALE—The estate of the late Albert Stowell, the house and land on Franklin Street, Bennington. This property can be bought very reasonable. For price and all information see Nash & Hutchins, 701, Walbridge, Administrator.

FOR SALE—Two black cows, one 5 years old, the other 2 years old. Well matched. Apply to H. S. Harrington, Plover Place, 701, 6-4.

FOR SALE—One 1915 Ford Touring car equipped with shock absorbers, at a low price. Bennington Garage, E. W. Williams, 407.

FOR SALE—Don't pay rent; \$15.00 per month for 30 years, with interest, amounts to \$1,200.00. Buy a lot of land. I can sell you a building lot on Main St., Grant St., Elm St., Weeks St., Levee St., Putnam St., Washington St., McKinley St., Danahy St., Everett St., Convent St., Monument Ave., and several new streets. Geo. H. Dewey, Agt. 354.

WANTED

WANTED—A girl for general housework. Apply Mrs. Tarrant, 111, 91-6.

WANTED—Men to learn to drive and repair automobiles and be prepared to fill vacancies at good salaries. Write for particulars. Motor Auto Company, 779, Forest Ave., Portland, Maine. 8925.

WANTED—Pupil nurses at the Taunton State Hospital Training School for Nurses. For particulars, address Mr. Arthur V. Cook, Superintendent, Taunton State Hospital, Taunton, Mass. 514.

TO RENT

To Rent—Small tenement on second floor, bath with hot water, 119 Jefferson Ave., gas connection suitable for man and wife. Apply on premises. 784.

WANTED—Woman to help do chamber work and wait on table. Steady work. Call up American House, Bennington, Vt. 844.

WANTED—Competent woman for general housework. Liberal wages paid. Mrs. Edw. L. Bates, 312 Silver St. 907.

TO RENT—Eight room house. E. of Fairbank A. Thompson, 136 Beach St. 8133.

TO RENT—Stores, offices, tenements, shops, stables, individual garage, individual storage lockers, furnished apartments and rooms all centrally located. Geo. M. Hawks 435 Main St. 724.

TO RENT—Tenement. Apply E. S. Harris, 121 Division St. 244.

TO RENT—Two houses on Silver St. with all modern improvements. Apply to Melissa H. Mason, 201 South St. 414.

TO RENT—North side of tenement on North Branch St. \$5 per month. Inquire Marie Rickart Patterson 128 Scott St. 414.

NOTICE

NOTICE—Sleigh ride parties called for on short notice at Summit Hill, Plover Center. Lunch or refreshments served if desired. Telephone 314. A. R. MYERS, Prop.

NOTICE—Injunction in elocution and elocution training, coaching, piano, reading, engagements. Bertha J. Hawkins, Graduate Teacher of Elocution, 128 Scott St. 414.

LOST—One stock Certificate of the First National Bank of Bennington, dated February 20th, 1915, bearing number 161 and representing seven and one-half shares of Capital Stock of said corporation. Notice to all holders of said certificate to present it to the undersigned at Bennington, Vermont. 6810.

JOHN ALEXANDER HILL

Head of New York Publishing Company Born at Sandgate

John Alexander Hill, president of the Hill Pub. Company and the McHill Book company, and who is one of the most prominent figures in the publishing world at the present time, died suddenly on Tuesday morning of heart disease in the automobile of his secretary, Otis Davy, shortly after he had left his home in East Orange, N. J., to go to his business in New York. His death was most unexpected as he had been apparently in perfect health until a few minutes before.

Mr. Hill, who was in his 58th year, was born in Sandgate, but with his parents moved while still a small boy to Central Wisconsin, where he was educated in the public schools. At the age of fourteen years he went to work in a country printing office, a few years later he became half-owner of a small machine shop, and in 1878 he moved to Colorado and ran a locomotive on the Denver and Rio Grande railroad. He was promoted soon to roundhouse foreman and later assistant superintendent of motive power. He always retained his card as a member of the Brotherhood of Locomotive Engineers.

Mr. Hill made his first venture into the newspaper business in 1885, founding the Daily Press of Pueblo, Col., and editing it himself. At this time he began to write contributions to Locomotive Engineering, a technical magazine of New York. In 1888 he went to New York and took charge of Locomotive Engineering. A short time later he went into partnership with Angus Sinclair, and they purchased the journal from its original owners.

It was in 1896 that Mr. Hill began the string of technical journals which he was conducting at the time of his death. He sold his interest in Locomotive Engineering to his partner and purchased the American Machinist. Around this nucleus he added in succession Power, and the Engineering and Mining Journal. In 1911 he established Coal Age and a year later he purchased the Engineering News from George H. Frost. To carry on the publication of these periodicals he founded the Hill Publishing company, a majority of the stock of which he held, and then built the Hill building, at Thirty-sixth street and Tenth avenue, which was completed little more than a year ago. The firm had branches in England and Germany.

Mr. Hill in 1882 married Miss Emma B. Carlisle, who with one daughter survives him. He was a member of the Am. Society of Mechanical Engineers, whose representative he was on the Naval Advisory Board; the Engineers' Club, the Railroad Club, the Campfire Club, the Machinery Club, of which he was vice president; the Essex County Country Club and Hope Lodge, F. and A. M. of Orange.

Mr. Hill was the author of several books, the best known of which are "Stories of the Railroads," and "Jim Skeever's Object Lessons," both of which were written in the vernacular of the shop.

LEAF SPOT OF CUCUMBERS.

A Disease Quite Prevalent in Eastern and Middle States.

The angular leaf spot of cucumbers is a disease quite prevalent throughout the eastern and middle western states. It was reported as having been present the past year in Michigan, Indiana, Wisconsin and New York, as well as the provinces of Ontario and Quebec, in Canada. The disease has also been reported recently from Maryland and other southern states.

The presence of the disease is indicated by angular, dry, brown spots on the foliage, which by dropping off or tearing give the leaves a ragged appearance. Although the disease has been known for many years in the field and has been conceded to be of bacterial origin, heretofore no organism has been named as its cause. As a result of experiments recently conducted by the plant pathologists of the federal department, however, the germ causing the disease has been isolated and identified.

It was found that the disease is caused by a bacterial organism entering the leaf through minute orifices in the outer layer, wounds not being necessary to permit infection. Young stems may become soft rotted or crack open, but no direct connection has been found between the leaf spot and the soft rot of the fruit. A heavy infestation, however, often materially reduces the crop by destroying the active leaf surface of the plants.

Robustness.

"Father," said the small boy, "what is a hypochondriac?"

"A hypochondriac, my son, is a person whose constitution is so strong that he can stand any amount of worry about his health."—Washington Star.

FOR BENNINGTON COUNTY DEVELOPEMENT AND BETTERMENT

This Department Edited by Secretary Willard W. Bartlett of the County Improvement Association

It might be well at this time to have a clearer explanation of state law in regard to road construction and maintenance.

State Roads

In each town certain roads deemed of greatest importance have been designated as selected or state roads, the selection having been made by the selectmen and approved by the State Highway Commissioner. The selection was based on considerations of both local traffic, such as roads to railroad stations and other important centers, and through traffic to serve adjoining towns and provide routes traversing the principal valleys and leading through the important mountain passes, thus making the large towns and cities, the mountains and lakes as accessible to all as possible.

In Bennington County there are 777 miles of public highways of which 207 miles, or nearly 27 percent, are selected or state roads. On these state roads all state aid money must be spent.

There are five road funds: (1) The regular town maintenance money it being required by law that each town shall raise at least a 20 percent tax on the grand list for road maintenance. This money is in the hands of the town road commissioner and is expended by him as he sees fit to use it. It is not used for snow removal, or the cutting of bushes, the selection being required to furnish money for these purposes from the general fund.

(2) The 5 percent fund. A general tax of 5 percent, as assessed by the State on all towns. The money is paid in to the State Treasurer and is reapportioned by him to the towns on the basis of road mileage. By this means the larger places contribute to the smaller places on the general principle that the strong should help the weak. This money collected on valuation and distributed on mileage gives back to the wealthier towns a smaller amount than they contribute and gives the poorer towns a greater amount. This money must be used for the construction of "permanent" roads.

(3) Special appropriation. At the March meeting or at a special meeting duly warned, any town has the privilege of voting not less than \$100 nor more than \$1,000 for road construction in their town. This sum of money so voted is matched by an equal sum from the State treasury. There is available an annual sum of \$200,000 for this purpose.

Any portion of this sum that is not matched by the towns is considered as surplus and may be spent by the State Highway Commissioner in such towns and on such roads as he deems of special importance to the state and under the best terms that he can make with the various towns. For instance, if the citizens will raise a certain amount of money for a certain state road the chances are that the State will match the money by an amount from the surplus fund. If the towns were to vote the entire thousand dollars in each case there would be no surplus, in fact, not enough to go around as there are 246 towns in the State.

Under the present law every town in Bennington County can vote \$1,000 and have it matched by the State which would give the County \$34,000 for permanent road work, without the 5 percent fund.

(4) The automobile fund. The money from automobile registrations and operators' licenses is available for road maintenance through the administration of the State Highway Commissioner. The towns are charged with the maintenance of both town and state roads and are responsible for any damage on any of the roads within their jurisdiction. Under present regulations the State Highway Commissioner may annually allot to a town a certain sum of money per mile on its State highways (usually about \$10 per mile) provided they have spent at least twice that amount on money on state roads. The state co-operates with the towns in resurfacing worn down state roads and maintaining roads under the patrol system and with the villages in applying oil or other dust-layers, paying from this fund.

(5) The bridge fund. The last legislature made an appropriation of \$15,000 annually to be used by the State Highway Commissioner in furnishing the services of an engineer to advise towns in planning the building and repairing of bridges and supervising their construction and to pay a part of the cost of building or rebuilding bridges of spans between 4

and 30 feet. The State will not pay more than one fourth the cost nor an amount exceeding \$300 on any one bridge.

Administration of Funds.—The laws are intended to secure the largest possible measure of co-operation between the towns and the State Highway Department. In maintenance work the State advises the towns as to best methods of doing the work and may supplement the amounts raised by the town through the administration of the automobile fund, supervising the expenditure of the funds toward which it contributes. A town to receive its share of the money on a mileage basis, must maintain its roads satisfactorily to the State. There is no law compelling the State Commissioner to pay one penny of maintenance money to any town unless the roads have been kept up to a satisfactory standard.

There are three other ways in which the State aids in maintenance as follows:

Resurfacing.—Under the present regulations of the State Commissioner the State will match any town in the expense of necessary resurfacing on State roads up to a total expenditure of \$1,000 in one year. Several towns in Bennington County take advantage of this aid. All of them build, as there is not a town in the County in which resurfacing is not needed on some parts of the State roads. In several towns an expenditure of \$2,000 or more is needed for this purpose. To have the advantage of State aid the arrangements for the work must be made in advance and the work be done under the supervision of the State.

Patrol System.—A town wishing to put in operation the patrol system of maintenance makes application to the State Commissioner through its selectmen and road commissioner, requesting the State to take over for the season the maintenance of a certain road, usually 5 to 10 miles in length, and offering to turn over to the State a certain sum from its road funds toward the cost. The least sum which the State will usually accept is the average amount per mile which the town raises by its road tax. For example, if it is proposed to establish a patrol road 5 miles in length and the town tax raises \$25 per mile for all its roads, the state will require a payment of at least \$125 by the town. If the offer is accepted, the State Commissioner appoints a patrol man who gives his entire time, or as much of it as may be needed to the work, the State maintaining the road for the season and putting in as much money as may be needed beyond the amount supplied by the town. For the season of 1915 three towns in Bennington County took advantage of this aid: Pownal, Shaftsbury, and Woodford. The results have been satisfactory.

At no time have the roads been allowed to suffer neglect, the constant work of the patrolman has resulted in a noticeable building up and smoothing of the road surface, the improvement of drainage and the widening of many narrow places. In every case the State has put in a larger amount of money than it received from the town, thus more than doubling the expenditure on the patrolled road over the average amount per mile spent in town. In order to have the patrol system it is not necessary to take any action in town meeting as the selectmen and road commissioner have full authority to act for the town.

Dust Laying.—The State will match the villages in the expense of purchasing oil or other materials for dust laying on principal streets up to a total of \$300. When it is recalled that every dollar contributed by the State for any form of road maintenance comes from the automobile taxes it is evident that the auto users have some right. The automobile fund for 1914 amounted to about \$140,000.00, or the equivalent of a 6 percent tax on the entire grand list of the state. For 1915 the fund will be larger.

Construction Funds.—The returns from the State tax of 5 percent and the money especially voted in any town and matched by the State from the \$200,000 appropriation constitute a joint fund to be expended under the direction of the State Commissioner. The selectmen and road commissioner are consulted regarding the location of the work and the plans. The foreman, or special commissioner to take charge of the work, is appointed by the State Commissioner. Sometimes the road commissioner is appointed, but usually not as his time should properly be given to the maintenance work.

In planning the work the general policy is to rebuild the worst spots on the important roads first, cutting down the steepest grades, widening the narrow places, straightening the worst bends and draining or filling the swampy locations. The State may supplement the funds for especially extensive or difficult work from the surplus fund, on liberal terms with the towns. This is frequently done

MOLONEY IS HELD ON TWO CHARGES OF STEALING

Lumberjack from Waterbury, Vt. Is Caught With the Goods

ARRESTED IN NORTH ADAMS

Charged with Breaking Into Lunch Wagon and With Theft from Shaftsbury Farmer.

Officers Brazil and Hurley made a trip to North Adams last night and were accompanied on their return by George Maloney against whom two charges of thieving are preferred. The first of the alleged offenses was committed about 4 o'clock Thursday morning when the lunch wagon on South street was broken into and a sweater belonging to the proprietor, F. W. Corbett, was stolen. A check with Mr. Corbett's endorsement was also taken. Both check and sweater are alleged to have been found in Maloney's possession, the check having been concealed between his two shirts.

It is presumed that Maloney, who says his home is in Waterbury, Vt., left Bennington on Thursday with the intention of seeking a job in the lumber camps but while on his way he hired out to work for Rollin Mattison, a Shaftsbury farmer. Mr. Mattison yesterday left home for the purpose of getting a saw filed and upon his return the hired man was missing. A gold watch belonging to Mr. Mattison's son had disappeared as had also a pair of Mr. Mattison's shoes. The shoes and the watch are alleged to have been found upon Maloney's person when he was searched in North Adams.

When the theft was discovered, Mr. Mattison came to Bennington and gave information to the officers. Maloney was traced to North Adams where every possible assistance looking to his arrest was accorded. He was finally run down by Capt. Jones and Officer William Scully, of the North Adams police force and turned over to the Bennington officers.

The Pleasure Was All His.

Harold Jarvis, Detroit's well known singer, always tries to please and is accommodating. The other day a gushing young thing, one of those pests who like to rub elbows with and flatter the mighty, had been telling how much she admired his singing.

"Oh, Mr. Jarvis," she was saying as she rolled her eyes in what she supposed was a soulful manner, "I do adore your singing. I want when I die that you sing at my funeral."

Here Mr. Jarvis, never thinking how it was going to sound, replied in his most gracious manner:

"I would be pleased to, ma'am."

where the road to be built is of much importance to through traffic and of relatively little importance to the town. For example, in 1914, the State apportioned nearly \$600 for the surplus fund to the town of Shaftsbury for the extension of the work in that town on the Bennington-Brattonboro route.

Bridge Construction.—The small appropriation made for bridge work, \$15,000 annually places a narrow restriction on the proportion of the cost of bridge construction that the State can bear and no fund was available for paying any part of the cost until 1915. For several years the State has furnished engineering services to towns requesting such assistance by paying the salary of an engineer to give advice in regard to location and plans of construction or repairs and to supervise the work. This is an important feature of the road work as the increasing amount of traffic and weight of loads is making the bridge problem more serious year by year. Bridge building is a highly technical operation and engineering advice is necessary in order to secure safe structures on the one hand and to avoid unnecessarily expensive work on the other. In 1914 up to October 1st, 28 towns in the State received free engineering services on bridge work. In 1915 three bridges in Bennington County were built with funds furnished in part by the State.

As in maintenance work, the State supervises all construction toward which it contributes funds. The County Supervisor is the representative of the State Commissioner in the administration of the road work with the County, laying out, planning and supervising the work, and all work must be approved by him.

NEW CARS COMING

Automobile Business Seems to be Booming

Warren M. Marshall, who has been so successful with the Maxwell, having forty-seven satisfied owners in this vicinity with nine of the new 1916 models already placed, is expecting even greater things the coming season.

The cars are larger, handsomer, and more powerful than last year's and in addition to a number of mechanical changes, such as a clutch running in oil, a feature that greatly adds to the smoothness of operation, the new Maxwell has a heart-shaped radiator crown, increased seating room, demountable rims, one man top, and is fully equipped, including speedometer, tire carrier, etc., besides electric lights, at the list price of \$855.00 F. O. B. Detroit.

These cars have behind them a sales impetus given by the satisfactory performance of the cars already sold. His service department has shown its ability to keep a well car in his territory at top efficiency all the time, and the factory has an enviable reputation for its generosity in their dealings with owners.

Mr. Marshall has recently added the Oakland line, which consists of an Eight at \$1565, the highest powered Eight built in the world, a Four at \$1050, and a Light Six at \$795, the latter weighing but 2,100 pounds, insuring long tire mileage and low fuel cost. A Northway motor that develops 39 to 35 horsepower, but account of its up-to-date construction, small size and long stroke, high speed type registers in Vermont for \$18.00, is bound to become a favorite among our Vermont hills. Three of these cars made the Mohawk Trail on high from North Adams, last fall.

The lines of the latter car are very beautiful, and the driving compartment has plenty of leg room, the tonneau is deep and extra wide. The cushions and upholstery are deep and soft, being of genuine leather, (not the skimpy split) and long curled hair.

A six cylinder car at this price, with the famous Northway motor, and everything pertaining to the car of first quality, backed by one of the largest organizations in the business, the General Motor Co., stands in a class by itself. With eight of them sold in this locality the last few weeks, their popularity is evident.

Mr. Marshall has recently purchased a garage at North Bennington which is now being equipped to insure efficient service to all customers.

ACQUIRING A FARM.

How a Young Western Immigrant Farmer Has Achieved Success.

The question is frequently raised as to whether under present conditions it is possible for a young man with no capital but health and industry to acquire a farm of his own, says the Farm and Fireside. In Washington county, Minn., lives James Blank, a young farmer, whose experience should be an encouragement to other young farmers. But his real name isn't Blank.

This young farmer, leaving home and parents, came to this country from Sweden at seventeen years of age. For nine years he worked as a farm hand for the best farmers in the country. Practically all of the nine years were spent in the employ of two farmers. After nine years of apprenticeship as a farm hand he had saved sufficient money so that he was able to buy a small farm equipment and rent a farm. As with many other young farmers, the time of changing from hired man to tenant was that of his marriage.

After three years he bought for \$5,000 the 120 acre place which he was then farming as a tenant. Since buying the original place he has bought another forty acres. Now he owns 160 acres, worth, with improvements, about \$8,000, and equipment. In the way of live stock, feed and machinery, worth \$3,100. There is a mortgage of \$1,000 on the farm. Deducting this leaves the young farmer worth \$10,100.

During the year of 1914 this farmer made \$1,250 as his labor income. In other words, he had \$1,250 for his own work above farm expenses and 5 percent interest on the investment of \$10,100.

The secret of this young man's success seems to have been good health, good business judgment in managing the farm business, frugal living, industry and a knowledge of the most successful methods of handling crops and live stock as learned from successful farmers during his apprenticeship as a hired man.

Not Guilty.

Two things you never see in this world. One is a woman who will admit she is growing as old as she is, the other a motorist who will acknowledge he was going as fast as he was when arrested.—Florida Times-Union.

ENGLAND WARNED U. S. IS OPPOSED TO TRADE ACT

Designed To Stop Neutral Traders Dealing With Teutons

LUSITANIA NOTE REJECTED

Some Progress Made But Bernstorff Will Have to Admit That Torpedoing Was Illegal.

Washington, Jan. 25.—Secretary Lansing today cabled to Ambassador Page at London a note making a strong remonstrance against the new extension of the British "Trading with the Enemy Act," which proposes to forbid British subjects, or other persons in the British Empire, trading with persons or firms in neutral countries when they are of enemy nationality or of enemy association.

Under the terms of this act, the text of which was cabled by Ambassador Page on Jan. 20 and made public at that time by the State Department, the British Government would have the power to prevent any or all persons in the British Empire trading with any American person or firm of enemy nationality or that might have associations with the Teutonic powers.

Washington, Jan. 25.—Germany's latest informal proposal to the United States in an effort to bring about a settlement of the controversy about the sinking of the Lusitania is not wholly satisfactory to President Wilson and Secretary Lansing.

This was disclosed in a conference between the Secretary of State and the German Ambassador, Count von Bernstorff, lasting about fifteen minutes at the State Department this afternoon. As a result, they will confer again tomorrow morning with a view to drafting a counter proposal to be submitted for the approval of the Berlin Government.

Berlin, Jan. 25. (by Wireless to Sayville.)—An official statement issued by the Austro-Hungarian Headquarters Staff under date of Jan. 25 says:

All foreign reports stating that the fighting has been resumed in Montenegro are pure inventions. The report that King Nicholas has left his country and his army is confirmed.

Up to the present it has not been ascertained in whose hands the real Government of Montenegro rests, but this is completely without importance so far as the military result of the Montenegrin campaign is concerned.

The disarming of the Montenegrin Army is progressing without interruption. At all places where Austro-Hungarian troops arrive the Montenegrin battalions under the command of their officers surrender their arms without delay. Numerous detachments from the districts not yet occupied by us have notified our vanguard of their readiness to lay down their arms.

The Austro-Hungarian force which occupied Scutari captured 12 cannon, 500 rifles, and 2 machine guns.

London, Jan. 25.—More than 4,000 Turks, including 50 officers, were captured by the Russians in the recent rout of the Ottomans in the neighborhood of Erzerum, according to a dispatch from Petrograd to Reuter's Telegram Company. The Russians are also said to have captured scores of machine guns and enormous quantities of munitions.

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100 Years Old
An Effective Laxative
Purely Vegetable
Constipation,
Indigestion, Biliuness, etc.
OR at Night
until relieved
Chocolate-Coated or Plain

CASTORIA
For Infants and Children
In Use For Over 30 Years
Always Bears
the
Signature of *Chas. H. Fletcher*
GOLD MEDAL FLOUR